

What is claimed is:

1. (Currently Amended) An improved strut suspension for a vehicle body, the suspension including a shock absorber and spring assembly mounted at one end to a steering knuckle, and a transverse link connected to the steering knuckle opposite from the shock absorber and spring mount location, the improvement comprising:

a rocker arm having a first pivot point supportable for pivotal movement from the vehicle body, a first portion of the rocker arm having a second pivot point and pivotally connectible directly to an opposite end of the shock absorber and spring assembly opposite from the steering knuckle, and a second portion of the rocker arm having a third pivot point pivotally connectible directly to a push rod, the push rod connectible between the rocker arm and the transverse link, the three pivot points defining one inboard pivot point, one outboard pivot point, and one fixed pivot point located between the inboard and outboard pivot points with respect to a centerline of the vehicle body.

2. (Original) The improved strut suspension of claim 1 further comprising:

an upper portion of the shock absorber connectible to an outboard portion of the rocker arm, and an upper portion of the push rod connectible to an inboard portion of the rocker arm with respect to a centerline of the vehicle body.

3. (Original) The improved strut suspension of claim 2 further comprising:

a lower portion of the shock absorber connectible to an upper portion of the steering knuckle, and a lower portion of the push rod connectible to a lower portion of the steering knuckle through the transverse link.

4. (Original) The improved strut suspension of claim 1 further comprising:

an upper portion of the shock absorber connectible to an inboard portion of the rocker arm, and an upper portion of the push rod connectible to an outboard portion of the rocker arm with respect to a centerline of the vehicle body.

5. (Original) The improved strut suspension of claim 4 further comprising:

a lower portion of the shock absorber connectible to an upper portion of the steering knuckle, and a lower portion of the push rod connectible to a lower portion of the steering knuckle through the transverse link.

6. (Original) The improved strut suspension of claim 1 further comprising:

a lower portion of the shock absorber connectible to an upper portion of the steering knuckle, and a lower portion of the push rod connectible to a lower portion of the steering knuckle through the transverse link.

7. (Currently Amended) A strut suspension for a vehicle body having a steering knuckle comprising:

a shock absorber and spring assembly mountable at one end to the steering knuckle;

a transverse link connectible to the steering knuckle at a location opposite from the shock absorber and spring mount;

a rocker arm having a first pivot point located laterally with respect to a centerline of the vehicle body between second and third pivot points, the first pivot point of the rocker arm supportable for pivotal movement from the vehicle body, a first portion of the rocker arm [[and]] pivotally connectible at the second pivot point directly to an opposite end of the shock absorber and spring assembly opposite from the steering knuckle, and a second portion of the rocker arm pivotally connectible at the third pivot point; and

a push rod pivotally connectible at the third pivot point directly to the rocker arm, the push rod [[and]] extending between the rocker arm and the transverse link.

8. (Original) The strut suspension of claim 7 further comprising:  
an upper portion of the shock absorber connected to an outboard  
portion of the rocker arm, and an upper portion of the push rod connected to an  
inboard portion of the rocker arm with respect to a centerline of the vehicle body.

9. (Original) The strut suspension of claim 8 further comprising:  
a lower portion of the shock absorber connectible to an upper portion  
of the steering knuckle, and a lower portion of the push rod connectible to a lower  
portion of the steering knuckle through the transverse link.

10. (Original) The strut suspension of claim 7 further comprising:  
an upper portion of the shock absorber connected to an inboard  
portion of the rocker arm, and an upper portion of the push rod connected to an  
outboard portion of the rocker arm with respect to a centerline of the vehicle body.

11. (Original) The strut suspension of claim 10 further comprising:  
a lower portion of the shock absorber connectible to an upper portion  
of the steering knuckle, and a lower portion of the push rod connectible to a lower  
portion of the steering knuckle through the transverse link.

12. (Original) The strut suspension of claim 7 further comprising:  
a lower portion of the shock absorber connectible to an upper portion  
of the steering knuckle, and a lower portion of the push rod connectible to a lower  
portion of the steering knuckle through the transverse link.

13. (Currently Amended) A strut suspension for a vehicle body  
having a steering knuckle comprising:  
a shock absorber and spring assembly mountable at one end to the  
steering knuckle;  
a transverse link ~~connectible~~ connected to the steering knuckle  
opposite from the shock absorber and spring mount location; and  
~~mounting means for improving camber gain, and roll center control~~  
~~and for providing variable caster control and progressive spring rates, while~~

increasing shock piston velocities a rocker arm mountable for pivotal movement about a central portion from the vehicle body, a first outer end portion of the rocker arm pivotally connected directly to an end of the shock absorber and spring assembly, and a second outer end portion of the rocker arm opposite from the first outer portion pivotally connected to the transverse link.

14. (Currently Amended) The strut suspension of claim 13 wherein the mounting means second outer end portion connected to the transverse link further comprises:

a push rod ~~connectible~~ connected to the transverse link at one end and pivotally connected directly to the second outer end portion of the rocker arm at an opposite end; and

~~a rocker arm mountable for pivotal movement from the vehicle body and pivotally connectible to an opposite end of the shock absorber and spring assembly, and pivotally connectible to the push rod extending between the rocker arm and the transverse link.~~

15. (Currently Amended) The strut suspension of claim ~~[[13]]~~ 14 further comprising:

an upper portion of the shock absorber connectible to an outboard portion of the rocker arm, and an upper portion of the push rod connectible to an inboard portion of the rocker arm with respect to a centerline of the vehicle body.

16. (Currently Amended) The strut suspension of claim ~~[[16]]~~ 15 further comprising:

a lower portion of the shock absorber connectible to an upper portion of the steering knuckle, and a lower portion of the push rod connectible to a lower portion of the steering knuckle through the transverse link.

17. (Currently Amended) The strut suspension of claim ~~[[13]]~~ 14 further comprising:

an upper portion of the shock absorber connectible to an inboard portion of the rocker arm, and an upper portion of the push rod connectible to an outboard portion of the rocker arm with respect to a centerline of the vehicle body.

18. (Original) The strut suspension of claim 17 further comprising:  
a lower portion of the shock absorber connectible to an upper portion of the steering knuckle, and a lower portion of the push rod connectible to a lower portion of the steering knuckle through the transverse link.

19. (Currently Amended) The strut suspension of claim ~~[[13]]~~ 14 further comprising:  
a lower portion of the shock absorber connectible to an upper portion of the steering knuckle, and a lower portion of the push rod connectible to a lower portion of the steering knuckle through the transverse link.

20. (Currently Amended) A strut suspension for a vehicle body having a steering knuckle comprising:  
a shock absorber and spring assembly having a lower portion mountable at one end to an upper portion of the steering knuckle;  
a transverse link connectible to the steering knuckle at a location opposite from the shock absorber and spring mount;  
a rocker arm supportable at a first pivot point for pivotal movement ~~[[from]]~~ with respect to the vehicle body, a first portion of the rocker arm ~~[[and]]~~ pivotally connectible at a second pivot point directly to an ~~opposite~~ end of the shock absorber and spring assembly opposite from the steering knuckle, and a second portion of the rocker arm having a third pivot point, the first pivot point located laterally with respect to a centerline of the vehicle body between the second and third pivot points; and  
a push rod pivotally connectible directly to the third pivot point for pivotal movement with respect to the rocker arm, the push rod ~~[[and]]~~ extending between the rocker arm and the transverse link, and a lower portion of the push rod connectible to a lower portion of the steering knuckle through the transverse link, wherein the strut suspension is configurable in at least one of two configurations, a

first configuration where an upper portion of the shock absorber is connected to an outboard portion of the rocker arm, and an upper portion of the push rod is connected to an inboard portion of the rocker arm with respect to a centerline of the vehicle body, and a second configuration where an upper portion of the shock absorber is connected to an inboard portion of the rocker arm, and an upper portion of the push rod is connected to an outboard portion of the rocker arm with respect to a centerline of the vehicle body.